

Highest of all in Leavening Power.—Latest U. S. Gov't Report

Royal Baking Powder

ABSOLUTELY PURE

THIS day is the day of days to begin to live within your income and quit paying twice the worth of the suit for the "tailor's name"

Will You Do It?
The handsome tailor-made, long cut suits in chevots, tweeds and serges that we sell at \$12 will help you.

Same Price to All.
HERMAN & HESS,
406 E. Douglas Ave.

CRAWFORD GRAND OPERA HOUSE
ONE NIGHT ONLY.

Tuesday, April 23rd
The Musical Event of the Year.

CALHOUN OPERA CO.
40-FORTY PERFORMANCES—
In the musical of modern music-making
Presenting Calhoun's Beautiful Romantic
Comic Opera

AMORITA
A notable array of principals; a handsome chorus; a perfect ensemble; a complete orchestra. Company's own scenic, calcium and electrical effects.

Prices: Entire lower floor, \$1.00; first four rows balcony, 50 cents; balcony balcony, 25 cents; gallery, 10 cents. Seats on sale at Chas. Mosbacher's and Box Office Thursday morning at 5 o'clock.

Inola Block Coal Has no equal for the price ton delivered. It burns like kerosene—makes no clinkers. Telephone 192 and 193. Yards 541 and 222 West Douglas avenue.

SCHWARTZ BROS.
Flow's bon-bons, chocolates, creams and other favorite novelties in candies—fresh and absolutely pure—at Wallace's Avenue Drug Store, corner Topeka.

Headquarters for flour, feed, seed potatoes and all staples—Rock Island Grocery.
Pipes repaired at A. C. Huser's, 206 North Main street.

Wichita Nursery.
Yards at 263 West Douglas.
111-47 **GORDON HILL, Manager.**

The fishing season is here—get your tackle from H. H. Phillips, Fish Dealer, 602 East Douglas.

When Folic-Hay Company They like to put on "extra touches" to make the table look more inviting. To that end we invite housekeepers to call and see our table linens in dinner and tea sets. They add much to the appearance of the table, at the same time giving as good service as heavier plain ware. Prices are some lower now than when our goods cost us less, and we give purchasers the benefit. Huse, Charlton, Dunn & Co., 229 North Main.

Notice.
TREASURY DEPARTMENT.
Office of Comptroller of the Currency.
Washington, D. C., Jan. 16, 1895.
Notice is hereby given to all persons who may have claims against the Wichita National bank of Wichita, Kan., that the same must be presented to W. N. Ewing, receiver, with the proof thereof, within three months from this date, or they may be disallowed.

Comptroller of the Currency.
It is easy enough to have a good meal at small cost if you order from menus from Whitlock's market.

Excursion to Topeka.
For the Kansas Republican League meeting at Topeka, April 25th the Santa Fe route will sell round trip tickets at one fare. Tickets on sale April 24th and 25th, good to return April 26th.

Have baby's picture taken before the weather gets hot. Vogenitz, corner of Main and Douglas, makes them a specialty.

Good wives and thrifty housekeepers take notice. That the Wichita Bedding company of the West, 316 E. Douglas, a specialty in repairing and doing over moss and hair mattresses, renovate and carry the latest stock of steam dressed feathers this side of St. Louis.

Teachers' Examination.
There will be an examination of applicants for teachers' certificates at the court house Saturday, April 27, 1895, beginning at 7:30 o'clock a. m. Strangers must give references as to moral character and ability as a teacher.

\$1,000 Reward.
The Chicago, Rock Island and Pacific Railway company will pay a reward of \$1,000 for the arrest and conviction of each of the parties engaged in robbing the train No. 1, near Dover, O. T., on the night of April 2, 1895.

Back Line.
Exchange stables at Orlando and Still water. We make a specialty of carrying passengers between these points. Traveling men's patronage solicited.

ROCK ISLAND ROUTE.
Harvest Home Excursion, April 23rd. One fare plus \$2 for round trip to all points in Colorado, Utah, Wyoming and Idaho.

Harvest Home Excursion.
To all points in Texas, Oklahoma and Indian Territory. To all points on the Pease Railway in New Mexico, and to Lake Charles, La.

Harvest Home Excursion.
Twenty days for return; stop over allowed south of Caldwell in either direction.

Harvest Home Excursion.
March 5th and April 2nd, 1895. Round trip. One fare plus \$2.00. Good 20 days.

Harvest Home Excursion.
City Ticket Agent.

PLACED IN PLEDGE

Shan-Hai-Kuan, Terminus of China's Only Railway.

Under the Great Wall—Something Ahead of the Important Military Station Surrounded Temporarily to Japan to Guarantee the Armistice.

[Copyright, 1895.]

Draw a triangle, the two longer sides of which may each represent a distance of one hundred and eighty miles, and the shorter side connecting the two eighty miles, the two long lines meeting at the last, and the line between them running north and south; such is the comparative position of Peking, Tientsin and Shan-hai-kuan. The last is at the east corner, the first at the northwest and Tientsin at the southwest.

An ancient cart road runs between Peking and Shan-hai-kuan, but, like every cart road in China, it looks as if it had never been repaired since ancient times. The easier and more modern way to reach the place at the eastern extremity is by the only railroad which is built in China and running along the other side of the triangle between Tientsin and Shan-hai-kuan. If one were in the Empire state and taking the "Empire State express" the dis-

distance could be made in a little over three hours, but in China even the power of steam has submitted itself to the retarding, leisurely way of the nation, and so, starting from the one place at early dawn, you reach the other at sunset.

Leaving Tientsin, on past the Taku forts, one sees a monotonously level country on either side, covered by the water of flooded streams in autumn and by the frozen ice in the winter, a dismal desolation, quick not only to breed malaria, but melancholia.

Journeying still further along, one crosses the river Lan, which roars with its swollen waters from the mountain heights in the rainy season, and over which a strong iron bridge has been built by the skillful, painstaking supervision of an English engineer. Costing over a million dollars, impossible to the mountain torrents, this bridge is a wonder to the plodding Chinaman and a crown to western brains.

From the river onward the scenery becomes more mountainous, till you reach the great wall and Shan-hai-kuan on the sea.

The railroad was intended to reach clear to Moukden, the ancient capital of the Manchus, but thus far, after overcoming all manner of prejudice and opposition, it has only succeeded in making this town by the sea its terminus. Here the old and the new meet, the great wall, with its sweep of fifteen hundred miles, and the single track from road, with its modest stretch of one hundred and eighty miles. If the former could be built in ten years' time, why may not some grand trunk system of steel and steam be built now in a similar length of time?

When the project of a railroad was first broached there was some talk of connecting Tientsin with Peking, but that met with too great opposition, not only from the conservative faction, but also from the many carters and junkmen whose business was threatened thereby. It was, therefore, decided to take its present course, not only because the region was so barren, but as a war measure to resist the better advances of the Russians. During the present war with Japan the utility of the railroad has been abundantly proven. Tens of thousands of soldiers have been transferred through the flooded country in half a day's time to the important military station of Shan-hai-kuan, either to remain there or to push their way still further into the war zone.

As the war with France extended the telegraph, so this present war will extend the railroad.

Just as the great wall winds its course down into the sea itself, is built

directed by a origin, energetic man.

Probably one hundred thousand soldiers have passed through Tientsin and Shan-hai-kuan, but of these the majority have pressed still further north a hundred miles to the city of Kin-chow, or even beyond that, to resist the advance of Japanese troops from New-chuang.

No properly trained military officer could be a general or commander, but his duties heretofore have been civil rather than military. His name is Wu Pa-cheng, one of the strong and rising men of China. With stalwart physique, round, ruddy face, intelligent and self-assured appearance, he naturally assumes the leadership wherever he is. He is a man of middle-age, and has often been mentioned both by foreigners and Chinese as a fitting successor of Li Hung Chang. He first came prominently forward less than ten years ago as governor of the Canton province. He was known to be progressive in his views, ready to learn from western nations if thereby improvement could be effected. Gov. Wu is worthy to be known and named by all well-read people.

Hardly had he begun to gain reputation as a provincial governor when he was called in 1888 to aid in repairing the damage caused by an overflow of the Yellow river. What he accomplished then was a feat of determination, energy and skill. I was living at that time in an adjoining province, some five miles from the river, and well remember the occurrence. The river, which flowed northwest toward the sea, suddenly broke its embankment, some three hundred miles further up in another province. The swollen waters went rushing on southward, devastating a vast section of populous country. It was generally claimed by foreign engineers that the river never could be brought back into its northeast channel, but should be conducted into a still older channel running southeast. Different syndicates offered to take charge of the vast problem if provided with a vast amount of money. Several engineers visited the break and presented their opinions. Every offer, however, was rejected. The Chinese persisted in closing the breach and presented their opinions. Several officials in charge were degraded for failure, and nearly every foreigner in China prophesied failure for everyone who attempted to close the wide breach through which the waters rushed with terrific force. When Gov. Wu took direction, foreigners only commiserated him. However, he went to work with dauntless determination and inspiring energy. An electric plant was secured to light the place by night. A narrow track was laid and foreign handcars were provided. Some machinery was purchased, miles of rope were made, thousands of cartloads of long stalks and brush were brought from the nearer provinces, and silver kept pouring in to pay the relays of workmen who toiled by day and by night. According to their own methods the two ends of the embankment were lengthened out into the muddy rushing waters, more and more narrow became the breach, and swifter and swifter grew the current. Materials of all kinds were thrown in only to be swept away. At last, one cold day in midwinter, huge packs of ice came tumbling along from the channel above and piled themselves by a combined rush in the very breach itself. At once all the hundreds of workmen brought on the blocks of stone, the logs and the immense bundles of brush and stalks bound fast with rope, and piled them on the inward packs of ice, and so closed the breach.

Some two years ago this successful official was made governor of the province of Hunan, known as bitterly hostile to all foreigners, and from which were instigated the anti-foreign riots of 1891. By cautious management he has sought to direct the affairs of the province, and for the most part he has succeeded in preserving the peace, in checking the foreign haters and at the same time in retaining his authority.

Perhaps he will have some good piece of fortune, like the blocks of ice in the breach of the Yellow river.

Best She Could Do.
"No, George," said the mature but still lovely maiden to her youthful admirer, "I can never be anything more than a mother to you. Your father spoke first."—Chicago Tribune.

The Kiss Scientifically Considered.
Mother—What's that snacking noise in the parlor?
Stodious Boy (who goes to school)—It's sister and her young man exchanging microbes.—N. Y. Weekly.

Not Afraid.
"Darling," he cried, "then you have enough confidence in me to marry me?"
"No," replied the practical girl, "but I have enough confidence in myself."—Detroit Free Press.

He Depends on the Weather.
Old Sport: It's always "put up or shut up" with the weather.
Bigger—Whom? What?
Old Sport—Umbrellas.—N. Y. World.

The Modern View of Him.
Teacher—Who was the boy who stood on the burning deck, Johnny?
Johnny—Feller that couldn't swim!—Atlanta Constitution.

Temple at Shan-Hai-Kuan, Officers in Front.

This city of Shan-hai-kuan, the gateway between the Chinese provinces and the Tartar territory. Some three miles back from the shore on the level plain stands the small city of some seventy thousand people. In the rear of the city rise the hills, their jagged peaks some fifteen hundred feet above the level of the sea. Abrupt in their aspect, barren in their appearance, without tree or grain, the rocks and yellow soil present a dismal sight to the lover of nature. Above, however, more the clear, blue clouds, beautiful and fair, almost like Italian skies at times, painted with the bright red of the setting sun, or the pale, light green or lowering blackness of a swift-coming storm. The earth repels, but the heavens attract. As far as man, he is content. The barrenness of the region around has made poverty-stricken peasants, and in turn a poverty-stricken city.

As in many cities, the most attractive part will be some temple, with its large court, shaded by some over-spreading tree and better-built buildings and desirable or commanding location. Within the city some American missionary of the Methodist church may now and then be found, and always, as Sunday comes round, will be gathered at the little chapel a small company of believers, well taught and

WILL COST A LOT

The New Skirt Is to Be More Voluminous Than Ever.

Women with Economical Proclivities Will Have a Hard Time in Selecting Gowns for the Coming Season—Extravagance Rules the Day.

[Special Chicago Letter.]

For the woman who hates economy, and yet must practice it every moment of her life, there is little of comfort in the message I bring to-day. Dame Fashion is still in her most extravagant mood and does not seem to care for even the first principles of economy. She lavishes as much attention and fine lace on our pretty cotton frocks as she does on our handsome evening dresses, and decrees that only the very best material, and plenty of it, shall enter into the construction of our smart tailor-made gowns and more elaborate house dresses, also that the

skirt very full, of course, and the sleeves corresponding in size. The bodice has a front or vest of chiffon, plaited over blue satin and finished by a bow and loops of blue velvet ribbon, while over the shoulders falls a deep collar of velvet edged with fine old lace.

Nearly every dress, whether it hails from Paris, London, New York or Chicago, shows evidence of the fact that the blouse is still the idol of the hour. Some of the new models are particularly good, but idealized out of all blouse likeness. One that struck me as being just the thing to wear with a black crepon skirt was of apricot taffeta silk, made with monstrous butterfly sleeves and overhanging front formed of strips of lace caught into the waist under a belt and cascade of velvet ribbon. Another lovely one was made of pale blue satin with very full bishop sleeves—by the way, the blouse with the bishop sleeves is really quite the thing. It had the front set into a box plait covered with cream-tinted lace, which widened out to form a deep collar, while round the neck was a shirred chiffon collar which fastened in the back with a paste buckle. This is just the kind of a bodice to wear at home or be copied most successfully.

Capes have become absolutely necessary as wraps over the full sleeves of fashionable dresses. So entirely has the attention of the designers been turned to the cape that very few, if any, novelties are to be found among the coats. The prettiest capes, but not the most costly by any manner of means, are the little velvet ones made very full and trimmed with platings of chiffon and much jet in points or trelis patterns of passementerie. A thick ruche around the neck is almost invariably seen on these capes, while all are given the luxury of white or cream-tinted satin lining. Then there are jaunty little capes made of black satin with quilling of satin ribbon just peeping from under the edges with a huge ruff of black satin ribbon about the neck and just in front a full jabot of cream-colored lace. Something entirely new are the capes that fall in full plaits in front and back and are slashed at the sides, letting the dress sleeves escape, the opening being all long ends of ribbon. I do not predict immense popularity for them, but if you want the latest they are the thing to buy.

Milliners show a fondness this season for shapes made of straw of two colors.

The new skirt is wider and more voluminous than ever before and can be described by the one word immense. No modest last year's gown can hope to compass the flare by addition or alteration and deceive the practiced eye. Some new gowns just exhibited have skirts that measure ten yards at the bottom and some modistes have the hardihood to predict they will grow still wider as the season advances. If it proves true the burden of the skirt fashionable will indeed be a heavy one to bear. I well can remember—it was not many seasons ago—when twelve yards of silk was considered an ample dress pattern; to-day it would barely out the sleeves and bodice.

However, sufficient unto the day are the fashions thereof, and that the very wide skirt is "coming in" or, more properly speaking, "coming out," needs but a glance at the latest fashion plate or a look into the busy workshop of the up-to-date modiste.

These very wide skirts have to be made with exceeding great care. Indeed the fashionable skirt is more difficult to bring to perfection in fit and finish than the most elaborately designed bodice. I am assured on the very best authority that a strong effort is being made to bring the trimmed skirt into vogue, owing to the extreme difficulty experienced in making the plain skirt properly. The seams are many and mostly bias and show a strong disposition to pucker when sewn together, and not one cutter or one needlewoman in twenty, no matter how expert, can be relied upon to bring about satisfactory results. Trimming, when used, will be put on perpendicularly, and when applied with a sparing hand is bound to produce a chic and effective result. Two gowns that saw the light of day on Easter morn had their skirts trimmed

with the most charming manner. One of black silk crepon had graduated bands of the finest jet passementerie placed on the front and side seams, while the back, which was without trimming, hung in the regulation godet folds. The other, a lovely changeable taffeta—a tiny green and pink check changing to soft gray—had its every seam covered by folds of satin ribbon, each fold being given a pretty finish at the bottom by fan bows of the ribbon made very full and held in place by tiny steel buckles. The ribbon resembled accordion plating in the bows and the whole effect, while rather odd, was pretty in the extreme. The hat that goes with this dainty little costume is of black straw, the crown entirely covered with small black plumes and the brim caught up at the side by a large bow of satin ribbon, changing from green to gray and almost concealing a cluster of roses, deep pink in color. Although too early to use, I might mention that the loveliest of rose-tinted taffeta silk parasols, softly veiled under gray chiffon, came from over the water with this altogether fetching costume.

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"Chloroform."—Life.

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—VIA—
SANTA FE ROUTE.
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Rock Island and Pacific Railway New Fare Schedule.
Commencing April 7th the Great Rock Island will run through two solid trains between Kansas City and Fort Worth daily. Train 3 leaving Kansas City at 4:30 p. m., arriving at Fort Worth at 5:30 p. m., in time to make connections with all diverging lines for all points in Texas. This train will carry a through sleeper to San Antonio, Texas, also through sleeper to Houston. Arriving at San Antonio the next morning at 8:25, making the run in 25 hours. Train number 1 leaves Wichita at 7:30 p. m., arrives at Fort Worth the next morning at 7:30, making direct connections for all Pacific coast points, also for Houston, Dallas, Galveston and New Orleans. For further information call at Rock Island ticket office, corner Main and Douglas, J. H. Phillips, 112-11.

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For the woman who hates economy, and yet must practice it every moment of her life, there is little of comfort in the message I bring to-day. Dame Fashion is still in her most extravagant mood and does not seem to care for even the first principles of economy. She lavishes as much attention and fine lace on our pretty cotton frocks as she does on our handsome evening dresses, and decrees that only the very best material, and plenty of it, shall enter into the construction of our smart tailor-made gowns and more elaborate house dresses, also that the

skirt very full, of course, and the sleeves corresponding in size. The bodice has a front or vest of chiffon, plaited over blue satin and finished by a bow and loops of blue velvet ribbon, while over the shoulders falls a deep collar of velvet edged with fine old lace.

Nearly every dress, whether it hails from Paris, London, New York or Chicago, shows evidence of the fact that the blouse is still the idol of the hour. Some of the new models are particularly good, but idealized out of all blouse likeness. One that struck me as being just the thing to wear with a black crepon skirt was of apricot taffeta silk, made with monstrous butterfly sleeves and overhanging front formed of strips of lace caught into the waist under a belt and cascade of velvet ribbon. Another lovely one was made of pale blue satin with very full bishop sleeves—by the way, the blouse with the bishop sleeves is really quite the thing. It had the front set into a box plait covered with cream-tinted lace, which widened out to form a deep collar, while round the neck was a shirred chiffon collar which fastened in the back with a paste buckle. This is just the kind of a bodice to wear at home or be copied most successfully.

Capes have become absolutely necessary as wraps over the full sleeves of fashionable dresses. So entirely has the attention of the designers been turned to the cape that very few, if any, novelties are to be found among the coats. The prettiest capes, but not the most costly